

Property Name: Barn at 7910 Croom Station Rd Inventory Number ~~22000~~ PG: 82B-4C
7910

Owner: ~~Henderson, Marvin H & Elizabeth F~~ Kathleen and Tracy Shade

Tax Parcel Number: 59 3 Tax Map Number: 110

| | | | |
|---------|--------|--------|------------------------------------|
| Project | MD 301 | Agency | State Highway Administration (SHA) |
|---------|--------|--------|------------------------------------|

Site visit by SHA Staff: X no yes Name: Date:

Eligibility recommended Eligibility **not** recommended X

| Criteria | A | B | C | D | Considerations: | A | B | C | D | E | F | G | X | None |
|----------|---|---|---|---|-----------------|---|---|---|---|---|---|---|---|------|
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Is property located within a historic district? X no yes Name of District:

Is district listed?: X no yes

Documentation on the property/district is presented in: Project Review and Compliance Files

This transverse-frame barn is one story high, and features vertical board siding, a front gable roof with exposed rafter ends, and a vertical ventilator panel on the front gable. The property is level and grassy, and has mature trees and shrubs. The building is in deteriorated condition.

This building reflects the important role of agriculture in the economy of Prince George's County during the early-20th century. Following the Civil War and the demise of the plantation system, farm size in Prince George's County slowly decreased. While the average farm size decreased from 263 acres in 1860 to 159 acres in 1880 and 104 acres in 1910, the number of farms in the county increased from 800 in 1860 to about 2,400 by 1900. Tenant farming and sharecropping were also practiced, but the availability of credit placed a greater proportion of Maryland's farmland under independent ownership than in other former slave states. While tobacco continued to serve as a major cash crop, southern Maryland farmers, especially those nearer the urban markets of Washington and Baltimore, began diversifying and produced more crops, such as grains and potatoes, for consumption in the cities. The opening of the Baltimore and Potomac Railroad in 1872 revitalized the practice of agriculture in southern Maryland. Beginning in

Prepared by EHT Traceries, Inc.

Eligibility recommended Eligibility not recommended X

Criteria: A B ~~C~~ D Consideration A B C D E F G None

Reviewer, Office of Preservation Services

Date _____

Reviewer, NR Program

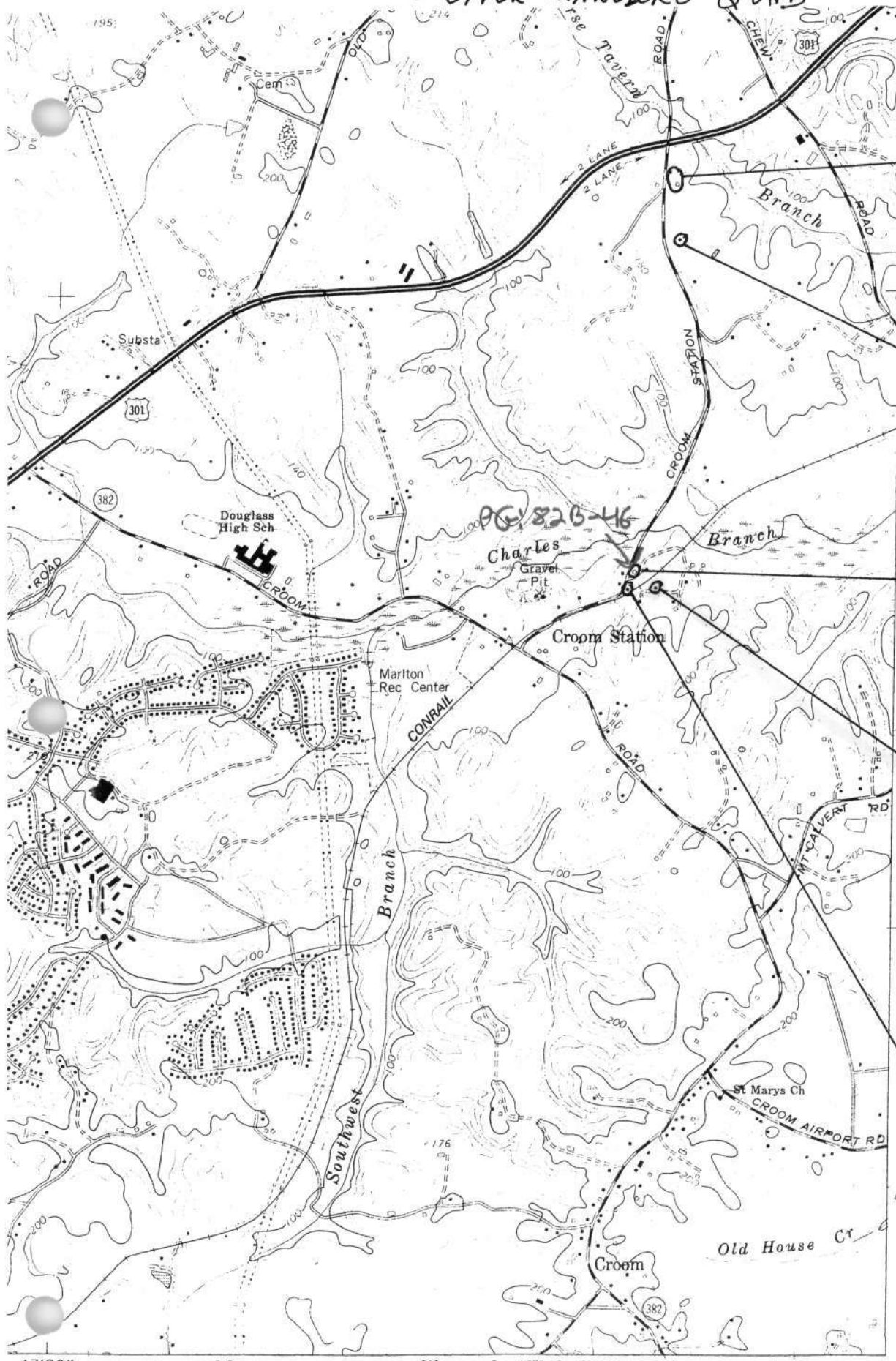
Date _____

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1873, the railroad operated a freight train to Baltimore once a week to carry local produce. In the 1880s, land values in southern Maryland rose rapidly in response to increased profits from agriculture. The Baltimore and Potomac Railroad, therefore, was responsible for agricultural prosperity in southern Maryland during the 19th and 20th centuries.

This c. 1910 structure is not eligible for the National Register. It lacks significance related to events, persons or architecture. Criterion D, information potential, was not assessed for this study.

UPPER MARLBORO QVAD



PG: 82A-85
6704 Croom
Station Rd.
(Prince George's
County)

PG: 82A-86
6910 Croom
Station Rd. (PG)

PG: 82A-87
8014 Croom Station
Rd. (PG)

PG: 82B-6
8010 Croom Station
Rd. (PG)

PG: 82A-88
8100 Croom Station
Road (PG)

PG: 82B-46

Charles
Gravel
Pit

Croom Station

Marlton
Rec Center

CONRAIL

Southwest
Branch

St Marys Ch

CROOM AIRPORT RD

Old House Ct

ROAD CLASSIFICATION

Heavy-duty

Light-duty

INTERIOR—GEOLOGICAL SURVEY RESTON, VIRGINIA—1978
NAYLOR 3 MI 347000m E
11 MI. TO MD. 381

38° 45'

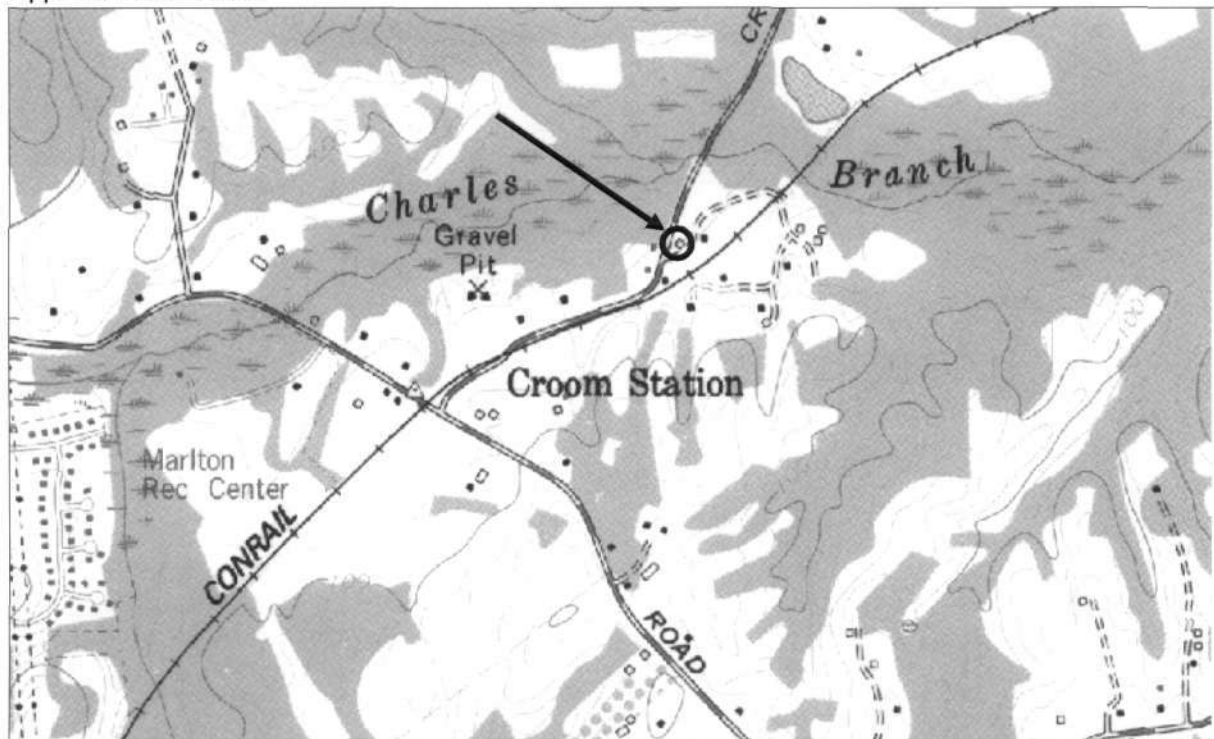
76° 45'

(LOWER MAR:
5661 11)

MILE

PG:82B-46

Barn at 7910 Croom Station Road, Upper Marlboro
Upper Marlboro Quad



National Web Map Service 6" Orthophoto Map
c. 2007-08, with Maryland Planning Parcels

Prince George's County Tax Map 110
Parcel 3





~~PG: 82B-46~~ PG: 82B-46

8010 CROOM STATION ROAD

Prince George's County, MD

Traceries

June 1999

MD SHPO

View/looking west

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